sprung her bowsprit. As she has deplicate spars, however, this will not probably interfere with the sailing of to-morrow's race.

PLEASURE ON THE WATERS. PLENTY OF ROOM ON THE BIG EXCURSION

STEAMERS.

THE FLOATING CITY CARRIED A HAPPY CROWD AND THE TRIP WAS ENJOYABLE ASIDE FROM INTEREST IN THE RACE-

TRIALS OF SPEED WHEN

HOMEWARD BOUND. The great nautical drama of "Who Gets the Cup; or Valkyrie and Vigilant," is not exactly playing to empty benches, but the attendance is undoubted ly falling off day by day. Some of the enterprising steamboat men who put their big boats in com-mission to catch the evasive dollar of the seagoing spectator are beginning to wish the Englishman would win or that something else would hap-pen to work up business. The fact is that so many big boats go down to this greatest of "tank" dramas, with its "real water" and gorgeous stage settings, that there are every day a large number of seats right up in the bald-headed row that go begging. The same great fleet of three-deckers went down to yesterday's race, but the attendance of tugs and steam yachts was noticeably less, and the big steamboats had only a fringe of people in many cases. So if any one wants a comfortable day's pleasure, with bracing sea air, miles and of the most animated marine picture-work before his eyes, and lots of deck-room on which to stretch his legs and arrange himself in the most comfortable positions, let him go down to the third race to-morrow. Some of the boats, as for instance the Republic, which leaves the Stonington Line wharf at 3:30 every race day, have reduced the fare to \$2, in view of the dispiriting monotony with which the American sloop wins every contest

JOY OF THOSE WHO LOVE STRONG BREEZES. When the Republic pulled out of her slip yesterday morning the surface of the harbor was crinkled by a stiff little breeze, and the ancient mariners who most do congregate on the hurricane deck rejoiced with exceeding great joy at the prospect of a lively race and a heavy sea. Off Quarantine the Vanderbilt yacht Vallant was seen getting under way, and a number of sailing yachts were passed standing along under their own canvas. The Russia, with her suspected cholera cases on board, was tugging sullenly at her anchor off Dr. Jenkins's Below the Narrows the little white-capped waves began to leap up from among their soberer brethren of the deepest blue, and the ancient mariners rejeiced again. The sun shone from an absolutely cloudless sky upon the white sails of a fleet of fishing vessels massed in Sandy Hook Bay. and the bunting of the scores of excursion steamers flapped and snurped viciously in the ever freshening breeze. A dirty-sailed merchantman under tow of a disreputable-looking tug parted the stream of spick and span pleasure craft that flowed by her out over the Bar to the lightship, while a fleet of coasters standing down the Jersey coast and a hig Atlantic liner creeping in under the lee of Sandy Hook added variety to the scene. Out by the lightship the observation fleet was already congregating. while the tail club-topsails of the racers moved back and forth like white index fingers against the background of the blue sky.

THE NOURNAHAL JOINS THE PLEET. A newcomer among the pleasure fleet of polished brass and gleaming paint was the Nourmahal, flying the Astor pennant. The Nourmahal was in her day the largest steam yacht in these waters, and yesterday her long black hull gave the onlooker almost s vivid an idea of size and power as did the high des and heavy spars of the Valiant, the present seen of the fleet. Uncle Sam's "new Navy" was gain represented by the Dolphin and the iron cruiser of the Lighthouse Board, the Armeria. Of schooners there were Mr. Colt's "old-timer," the Dauntless; the Sachem and the Alert, while numerbus little sloops and cutters were tempted out to see the start by the fine sailing breeze.

STEAMBOATS KEPT OUT OF THE WAY. When, in obedience to the orders fluttered forth by a small alphabet of signal flags on the May, the racers plunged over the line close-hauled to the southwest wind the escerting fleet nearly all stood to the leeward of the course so as not to interfere with the race. Most of the interference complained of in the previous day's racing was the result of the curious pranks played by the wind in hauling around four or five points as soon as the race was well under way. When the yachts started off to leeward the steamers had to get on either side of the



WATCHING THE START.

them, as it would cut off the wind if they remained behind. Then when the wind had hauled around at right angles to the course, as it did twice last week, one division of the escorting fleet must be of course, dead to windward. As the yachts started off "on a wind" yesterday, the steamboat captains got to leeward and stayed there.

As the Valkyrie seemed to pull ahead in the first

few miles an ingenious young woman on the Repub-lic evolved a pun which swept the decks of that craff in about five minutes. "Of course, the Englishman should win to-day," said this generous Yankee girl. "If he didn't he would never be done

As the breeze freshened the big sidewheel boats began to pitch a little. A venturesome naphtha launch plunged along with her keel showing at every jump. But her seven-knot speed was not equal to the occasion, and nephtha vapor soon dropped behind steam. A black little water witch christened Claymore and endowed with engines of tremendous power went spinning by the largest of the steamers, leaving a white streak of foam

ANXIOUS MARINERS ON THE REPUBLIC.

race was the way in which the Vigilant's headsails shook in the wind, while those of the Valkyrie stood stiff as boards. When a past master of yachting explained that this was merely because the erican yacht was sailing closer to the wind they were greatly relieved. When, in spite of shaking head sails, the Vigilant's jibboom began to bury itself behind the Valkyrie's mainsail, and then reappeared ahead of the Englishman's swelling canvas. the spectators were entirely reassured, and ceased to revile Skipper Hansen or to question the all-knowingness of Designer Herreshoff.

When the yachts tacked and stood over toward the Jersel shore the pursuing steamers also swerved in their courses and were all grouped together in a most picturesque manner, with the Highfloating city, with waving flags and smoking chimneys; a floating island under steam. The dark green surface of the ocean was seamed with the white tracks of the interweaving steamers. As the yachts worked their way over toward the Jersey shore, dotted with its summer cottages, it became apparent least observant of the watchers on the Republic that the cup-defender was widening the gap petween her and the challenger. Then the select

BETHESDA AMERICA'S PAVORITE WATER.

BOTTLED ONLY AT THE SPRING. Hen. Ad at T. Stevenson, Vice-President of U. S., 2011. Betheds certainly voscesses mout as p. operties of rare value.

For sale by all Grocers and Druggists.

P. SCREEKE, Agent, 8 Barciay Street, S. I.

THE TWO

Are a pretty pair of Racers, but Riker's Expectorant holds the Cup against all Cough and Cold Remedies. It is the Cure that Cures, or refunds your money every time. 60

6th Avenue, Corner 22d Street. few who had backed the Valkyrie became the sport of the many. When the Vigilant rushed away from the turning flag, devouring the distance with foam-flecked prow for five long minutes before the Valkyrie could make the turn and fill away in pursuit, all doubt as to the result of the race vanished and people devoted themselves to luncheon or to the beauty of the scudding, widely separated yachts. according as they were cast in prosaic or aesthetic

RIKER'S,

THE STEWARDESS COMES TO THE FRONT. On the second leg of the course the steamers were

in the trough of the sea, and rolled quite a little, so that promenading on the deck became dif-ncult to those who had not brought their sea legs with them. About this time also the smiling stewardess who presides over the women's cabin began to gather in her pale patients, who "wished the boat would stop that horrid recking." The Vigilant, a mass of tense and straining canvas, was bolling along ahead of the observation fleet, while the English cutter was going farther and farther to the rear, and before the luncheon hour was over the

ent if the Britannia had sailed against the Vigilant in place of the Valkyrie."
"No; the Vigilant can undoubtedly beat both the Valkyrie and Britannia in any kind of weather or under any conditions."

JOY ON THE ST. JOHNS. IT WAS VIGILANT DAY ON BOARD THE NEW-YORK YACHT CLUB'S STEAMER-SOME

OF THOSE PRESENT. Yesterday was Vigilant day on board of the New York Yacht Club's steamer, the St. Johns, and cts. a bottle, of your druggist or at cutter but to sit and sleep. They were not happy and their appearance reflected the state of their minds. From the time the Vigilant overhauled the Valkyrie, shortly after the start, and left her far astern, they seemed thoroughly dispirited and utterly indifferent as to the beautiful sailing of the American boat. Among the foreigners on board who manifested great interest in the race from start to finish, were Sir George Leach of England. and his son. Colonel Pemberton Leach, also of England, who watched the performance of hoth of the racers from a splendid position in the pilot house. Both gentlemen crossed the ocean expressly to witness the contest for the America's Cup, and while they would prefer to see the keel-boat the victor, they are both enthusiastic over the splendid sailing qualities of the Vigilant. Sir George Leach is a great yachtsman and sailed some time ago against the Enchantress. Another foreigner who enjoyed the race was H. G. Welding, an Englishman who lives in Buenos Ayres, Argentine Republic, and who owns an American-built centre-

The America's Cup

Gerry testimonial, Goelet, Morgan, Weld and other notable Yacht prizés of '93 are on exhibition in the windows of

Tiffany & Co., Union Square, New York.

Keogh, R. H. Henderson, Herbert Sherman, George H. Mairs, who had as a guest Edward Livingston, Jr., Charles McL. Clark, William Krebs Small, F. P. Sands, W. G. Read, jr., F. R. Fortesque, guest of L. Republic, and who owns an American-built centreboard yacht. He, too, was enthusiastic over the work done by the Vigilant.

The throng of guests on the St. Johns was the smallest since the series of races was begun, numbering not quite three hundred. There was a plenty of enthusiasm, especially among the women, who were not present in great numbers. The speed of the American boat on the second leg of the course was little short of marvellous, and only and course was little short of marvellous, and only and course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course was little short of marvellous, and only a course of clarence Harry Hotherist Chargest of Clarence Harry Hotherist Clarence Harr M. Lawson; Willam Young, Horace Craighead, Arch-

not cause us to lose over a few seconds. At the start those saucy turboats bothered us greatly. But nevertheless it was a good, fair race; we have been neaten and that is all."

Mr. Ratsey, the sailmaker of the Valkyrie, in speaking of the race at the Atlantic Yacht Club last evening said;

"It was a perfectly fair and square race. There was a good fair breeze, usually about what we have in England in summer; it was not a wind, however. Still I don't think we could beat the Vigilant, even in a strong wind, because she is very, very fast on a reach as well as on the wind."

CHANCE OF A POSTPONEMENT. EX COMMODORE KANE THINKS ONE UNLIKELY,

Ex-Commodore S. Nicholson Kane, chairman of the New-York Yacht Club's Regatta Committee. which has the races for the cup in charge, said

know how serious the injury was, nor now long it would take to repair it.

By I p. m. to-day, he expected to know whether she could be made ready to sail to-morrow, for it was desirable to give due notice to the public in case of any change in the plans, Mr. Kane, however, thought it most likely that the Vigilant would be ready to sail again at the time set. The articles of agreement provided specifically that if either yacht was disabled she should have ample

yesterday did pretty well as regards keeping out of the way of the yachts, but they might do even better. They generally kept a good distance off when they were to the windward, but some of those to the leeward stood too close to the course,

THE BACE FOR THE VIGILANT-NO

ACCIDENTS REPORTED.

clear field for action. But it is increasingly evident that the Aurora was never intended for

service, as those who were on her have found to

"SHE'S COMING ABOUT!

their cost. In the comparatively light seas of

Thursday and Saturday she pitched and rolled in a

sengers to a helpless condition. In the heavier sea

of yesterday she worked under even greater diffi-

culties. For two-thirds of the journey to and from

the lightship the belated passengers and crew were

wildly clinging to rails or any other fixed object

within reach, or else walking in a semi-horizontal

the luncheon table, the hapless victims of a choppy

Patrol, was the popular idol of the afternoon. The patrolmen of the squad will now and forever after

swear by all that is true and good and beautiful

cause, they argue, but for Minnie's benign pres-

and holy that their cat won the match of 1893, be

ence the Vigilant could not have won. Superintendent Byrnes, following the advice of his physician, did not venture out of Police Head-

way that quickly reduced the majority of her pas-

in command, did a lot of good w

To Cover is Not to Fit.

A block of marble is not a statue. It needs the sculptor's art to mould it into graceful outline. There is also art in Clothing. We do more than the regular clothier-as much as the best tailor. Our Motto: In materials, equal to the best; in appearance, excelled by nona

Clothiers and Furnishers, 279, 281 AND 283 BROADWAY, Bet. Chambers and Reade Sts

Satisfaction guaranteed or money returned.



THE O. E. MILLER CO.
Incorporated Capital & Surplus, \$1,000,000
offices in all large cities of U. S.
NEW YORK OFFICE, 30 W. 30th ST.

Odd and Second-Hand Guns (mailed on application) contains BARGAINS not to be found anywhere else.

Schoverling, Daly & Gales, 302 BROADWAY, NEAR DUANE-ST.

SUPERFLUOUS HAIR Permanently removed by electricity. Moles and warts without pain or cutting. 20 years' experience.

JOHN H. WOODHYRY, Dermatologist.

Consultation free. 125 West 424 St. N. Y. City.
Send stamp for 150-page book as skin blomishes.

see the second heat of the match. Inspector Willsee the second heat of the match. Inspector Williams, with considerable exercise of his extraordinary lung power and expansive gesticulation, got the excursion steamers into an almost perfect line and contrived to keep them well clear of the two yachts throughout the whole of the race. With him as chief aid was the stolid and heavy Inspector McAvoy, Captain Copeland, Sergeant Brown and a number of patrolmen. Major Kipp and his family were again among the passengers, while Police Surgeons McGovern, Donovan, Williams and Gorman were on hand in case of need. But as a matter of fact the police had only to look on at the race. The day's work was entirely free from accident or mishap.

This is the first day of registration. Register to-day,

THE EXCURSION FLEET.

PAVORITE BOATS CARRY LARGE CROWES -A RE-DUCTION OF FARE ON THE REPUBLIC. Thousands of people gathered yesterday at the wharves of the excursion boats that were an-nounced to follow the race. To a large extent they were the same people who attended Saturday's race. Many took the same boat that they had taken before, while others chose a new vessel, apparently wishing to get as large a variety as provided. would do so at the next race. A good many members visited the clubhouse last night. The feeling of Saturday night that it was not well to crow too loudly before getting out of the woods had given, way to one of unalloyed rejoicing. It was felt that the third race was merely a formality, for the Vigilant had clearly shown herself peerless.

The flagship May left East Twenty-sixth-st; at an early hour, and from this point many other private and small public boats started at a later hour. From Whitehall-st. the three-decked Columbia set out with her full limit of 1,500 people on

MINNIE, THE CAT, HAS THE CREDIT OF WINNING The William C. Egerton, flagship of the Starin fleet, also had a full passenger list when she left

The Olivette, which has sailed from the White keeping the excursion steamers at a respectful dis-tance from the racers, and thus allowing them a Star pier each race day, was on hand again yesterday and took 200 passengers.

The Old Dominion boats Roanoke and Guyan-dotte were well filled, hardly a single ticket for either being left unsold. The New-Orleans took 400 passengers, and had a

band on board to entertain them. The Rockaway steamboats General Slocum and Grand Republic took about 3,000 passengers between them, part from New-York and part from Brooklyn. New-Brunswick had 1,000 on board, the Mon-mouth about 1,500 and the Nutmer State, 500. A reduction of fare to \$2 is announced by the

A reduction of fare to \$\mathbb{L}\$ is announced by the Philadelphia and Cape May steamer Republic for to-morrow's race and all others. Tickets will be \$\mathbb{L}\$ each day, and the boat will leave the Stonington Line pier, new No. 26, North River, one block above Canal-st, at \$239 a.m.

There was a slight collision between the Fulton ferryboat Mineola and the excursion boat Gay Head as they were leaving their piers in Brooklyn. The Gay Head struck the ferryboat on the forward end, smusning the latter's hood and tearing off a portion of her siding. The damage is estimated at about \$500. The Gay Head was on her way to the races, with about 500 passengers on board. No one was hurt, but much excitement prevailed for a time.

HURRAHS ON THE ENCHANGES.

BROKERS FORGOT ALL ABOUT MARKETS AND TRICES AND WATCHED THE TICKERS. Brokers on the Stock Exchange forsook the posts

around which groups are wont to yell hoarsely the changes in Reading, Chicago Gas and other stocks. and, gathering in one solid mass before the bulle-tins from the ocean flyers, cheered and "rooted" for the Vigilant almost without exception. Wud yells shook the great chamber as bulletin after builetin told of the Vigilant's increasing lead. Stald old brokers who usually frown down the boisterous "youngsters," who knock off each other's hats and drop peanut shells down each other's backs, quite forgot themselves and their dignity in the general hilarity and flanced and capered and yelled and froiicked with the rest. It was hard to find any backers of the British boat, but here and there some misguided person of British sympathy took the short end. Bets went begging at \$100 to \$65 on the Vigilant winning the Cup, and \$100 to \$80 was freely offered that the Valkyrie would not win a race There was a story of one broker who was reckless enough to back Lord Dunraven's yacht to the tune of \$10,000, but his identity could not be discovered. When it was all over the happy brokers went to their Whiskey and Chicago Gas.

On the Maritime Exchange, on a big canvas, the course of the yachts was traced, and fully 500 brawny men, whose sun-burned faces told of their sea-faring occupation, gathered to watch the bullesea-faring occupation, gathered to watch the building tins from below Sandy Hook. They were not so demonstrative as the stock brokers, but were far more deeply interested in the race, and a great cheer went up when the result was announced. The brokers on the Produce Exchange apparently forgot that there was such a thing as a market, yesterday, for lawy forsook the moor as soon after the boats had started as they could, and clung around the tickers to wait for the latest news from the race. There were some long faces when it was known that the Valkyrie had got away inst and had a lead, but the same faces soon had joy marked on each one of them. The Vigilant had passed her competitor and was adding to her lead as the minutes dragged by. All of the members of the exchange who did not go down to see the race waited until the ticker announced that the American champion had crossed the line, and they then broke out into a cheer which made the glass roof of the exchange tremble. There was some betting, but it was difficult to find a member who really thought that the Valkyrie would win. One or two betts of \$100 to \$80 that the Valkyrie would not win a single race were made after the result of yesterday's contest was known.

The brokers on the Coffee and Cotton exchanges also paid considerably more attention to the race than they did to the doings of the market. The few supporters of the foreign boat had no sympathizers when it was known that the American yacht had beaten her on all points in sailing. tins from below Sandy Hook. They were not so

GOOD FEELING AT THE HOTELS. : There was an 'era of good feeling" all over the city last night over the result of the second yacht race, and nowhere was this more manifest that at the horses, where the principal and almost the sole topic of conversation

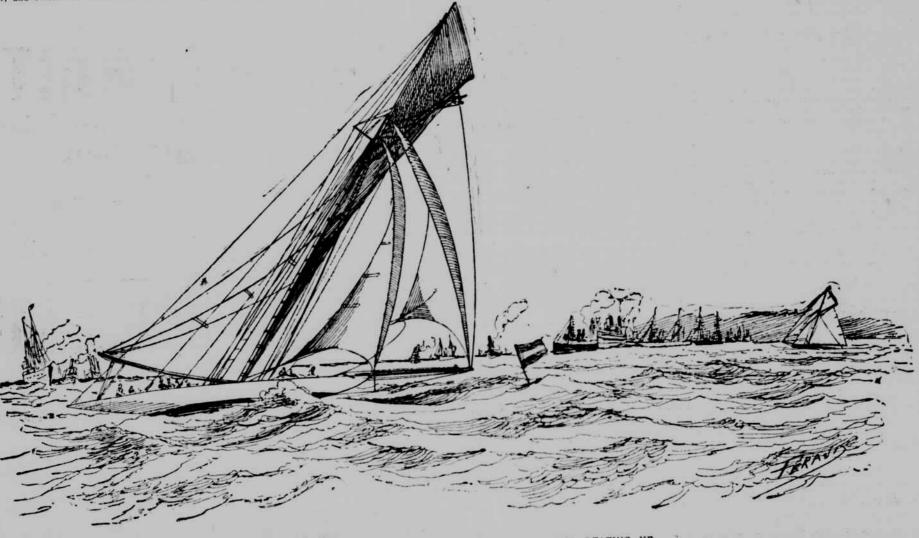
Continued on Fifth Page.

HOWEVER.

last night, at the clubhouse, that the damage to the Vigilant's bowsprit might cause a postpone-ment of the contest set for to-morrow. The committee had learned that something had hapknow how serious the injury was, nor how long it

time in which to repair the injuries.

Ex-Commodore Kane said that the excursion boats



VIGILANT TURNING THE FIRST STAKE-BOAT, VALKYRIE BEATING UP.

home began. This time the Richard Peck got away first. The Monmouth settled down to busi-ness and chased after the Sound steamer, but seemed unable to reduce the latter's lead. The Republic and the Southern liner Olivette tried it over again, with about the same result as on Saturday. The Olivette got the advantage on the start, but after the Republic had taken in her bunting and "struck her racing gait," the two boats moved

"struck her racing gait," the two boats moved along together as though they were being towed by the same hawser.

Throughout the observation fleet believers in the Vigilant began to collect their wagers from those who had been tempted by large odds to back the Englishman. But collections were hard, especially from the dear creatures who, whether through from the dear creatures who, whether through lack of "sporting" knowledge or because of an enlack of "sporting" knowledge or because of an entusiasm for British manhood, seemed to constitute a majority of the Valkyrie's backers. The general attitude of "woman, lovely woman," on this point was summed up by a black-eyed charmer, who said:

this point was summed up by a black-eyed charm-er, who said:
"I wouldn't pay that 50 cents I bet on the Val-kyrie because the old Vigilant was real mean and cut off corners on the Valkyrie-besides, I had spent it for ice cream." THEY DID NOT SEE THE WINDOW.

The ample space on the decks of the big steamers afforded many quiet nooks during the homeward trip for couples whose mutual interest revived as that of the race passed. One confiding pair selected a nice corner on the shady side of the Republic, where they "watched the stately ships," and their "spirits rushed together at the touching of the lips." They didn't know that the parlor assigned to the newspaper men through the generosity of President W. H. Russell, of the steamboat line, by and with the consent of his steamboat line, by and with the consent of his press agent, Mr. Chamberlain, had a window that looked out on this sectuded mook. Neither did they realize that through the blind of that window one could see without being seen. vived as that of the race passed. One confiding

PRAISE FROM AN ENGLISH EXPERT.

A. H. BROWN THINKS THE VIGILANT IS GREAT BOAT, AND HE IS RIGHT.

A. H. Brown, the English naval architect, who in The Tribune a couple of weeks ago foretold the Vigilant's victories, will sail England to-morrow, on Mr. Brown came over for the express purpose of seeing the international yacht races. The only thing that worried the unlearned mar-iners on the Republic during the first part of the race was the way in which the Victorian of the complete the success of the Vigilant in defending

"I knew the Valkyrie was fast before I came here," said Mr. Brown to a Tribune reporter last evening. "but when I saw the Vigilant on drydock, I picked her out as the finest and fastest yach ever built. Her races here proved her quality, and to-day's defeat of the Valkyrie was decisive She is a wonderfully well thought-out boat. Her lines are a splendid study for a naval architect. She is distinctly an all-around boat. quality has been unduly exaggerated at the expense of others.

"When I first saw her I concluded that she had great power and to-day's race has proved it. She is good in light weather, great in heavy weather, able to sail on the wind or off equally well. Mr Herreshoff, her designer, is a genius."
"How about the sails and handling of the two

yachts?" was asked. There was little or no difference between them in these respects. The sails of both yachts were finely made, and both boats were admirably han-

"Do you think that the building of fast yachts "Do you think that the building of last yachts has reached its limit in the Vigilant?"

"No, I believe Mr. Herreshoff will be able to improve even on her. Of course the improvement upon such a nearly perfect craft will be slight, but it is the few minutes saved which tells in the races. "Lord Dunraven has made a gallant attempt to win the America's Cup, but the Yankœs have again built the fastest yacht afloat to defend the trophy."

"Do you think the result would have been differ-

By its rational composition, its striking properties and greenble taste, Bugeaud's Wine takes the first place



GOING TO WINDWARD.

Miss Ecclessine, the Misses Welling, Miss Dorothy Van Schaick and her fiance, Robert Keily; Mr. and Mrs. Schafer, Miss McVicker, Mr. and Mrs. Henry M. Bradhurst, Miss Bessie Bradhurst, Miss Marie Lahens, Louis E. Lahens, E. Clarkson Potter, D. Lynch, Pringle, Edward H. Bulkley, John W. Woodfield, Willard P. Ward, Andrew H. Sands Howard S. Jaffray, Rawlins Cottenet, Boughton Deydale, W. F. Gullen, H. E. Plass, guest of W. P. Douglas; R. W. G. Welling, Clarence Eurger guest of August Noel, Jr., J. Laird Bush, H l'aintor, James E. Brett, George Woolsey, E. M. Padelford, H. C. Beaumont, Matthew Astor Wilkes Montgomery Strong: Bruce Price, A. Butler Duncan, J. N. Winslow, John H. Eastwood, Ruther ford Stuyvesant, Rear Commander Demere, of the Savannah Yacht Club; Henry W. Lamb, B. Khapp, M. Roosevelt Schuyler, Rene La Montagne, Charles Boyd, Dr. Raymond Gutteras, F. G. Landon, Leroy Fales, Charles M. Dimon, David Wolfe, Bishop W. G. Boelker, A. M. Cahoone, E. J. Greacen, H. D. Tiffany, James Frances, John E. Brooks, Edmund Blunt, J. K. Hopkins, Arthur G. Earle, T. J. Greenshields, George H. Seeley, H. S. Parmelee, Henry S. Hovey, T. H. Barber, John H. N. Alden, Frederick De Peyster Hail, M. J.

A Natural Food.

Conditions of the system arise when ordinary foods cease to build flesh— there is urgent need of arrestneed of arrest-



ing waste-assistance must come quickly, from natural food source.

Scott's Emulsion

is a condensation of the life of all foods-it is cod-liver oil reinforced, made easy of digestion, and almost as palatable as milk.

Propered by Scott & Bonne, N. Y. All druggiste.

Lüze.
The St. Johns and its guests were in charge of
E. A. Houghton and A. B. Jones, of the House
Committee of the yacht club.

> "THE VIGHANT OUTSAILED US." FRANK WORLS FROM MR. WATSON-HE HAS NO FAULT TO FIND WITH ANYTHING.

> The Valkyrie lay at anchor last night in Bay Ridge Bay, a mile straight out from the Atlantic Yacht Clubhouse. About her were the lights of several steam yachts, and in nearer the shore was her "sister ship" the Queen Mab. Across the water only the one signal light on the forward part of the beat could be seen, the low, black hull itself being hardly distinguishable, even when within halling distance. A boat from the yacht club took a Tribune reporter out to the racer at 8 o'clock. There were no signs of life aboard, though a call brought half a dozen figures from the cabin. It was said that all of those on board were in charge, but that owner and captain were ashore. Many of the sailors also had gone to New-York.
>
> "What do the men of the Valkyrie think of the

race and of their boat now?" was asked. "That there be too many sea-weeds about her," replied one of the sailors, "but it will be better

cuss the race, or to say what they thought of George L. Watson, the designer of the Valkyrie, ame ashere from the yacht to the Atlantic Yacht lub at about 6 o'clock last evening. He was not

in an amiable mood.

Further than this they were not inclined to dis-

"Oh, wait until I have had some supper," he said; "I can't talk to any one now." He retired to a room in the clubhouse for half an hour, and then spent an hour and a half over his meal. With him was Mr. Ratsey, the suil-maker of the Valkyrie, and two other friends. About 8 o'clock Mr. Watson left the clubhouse to

talked quite freely of the race.
"I think it was a good race," he said by way of "I think it was a good race," he said by way of sea being found later bent forward over the side answer to a leading question. "They have beaten us of the boat and gazing at the waves with earnest first and second, and that is all there is of it." VALKYRIE'S DESIGNER EXPLAINS HER DEFEAT. "Is there any fault to find with anything-the wind, the course, or other conditions?"

"There is nothing to complain of whatever, Everything was perfectly square, only the Vigilant outsailed us, outsailed us on every point." Mr. Watson would make no statement as to what he thought either of the build of the Vigilant or the boat of his own designing. Whether it was the shape of the hull or the centreboard of the Vigilant that gave her the advantage he did not

much larger sail area than the Valkyrie, and that is some advantage." "You believe that the Vigilant is a good yacht. do you not?" "A most remarkable boat," the designer replied "She has outsailed us on every course and in every wind; nor can I say that the Valkyrie would make

a better showing in a strong wind."
"What does Lord Dunraven think of the outlook now?" was asked. "Oh, Lord Dunrayen is a true sportsman; he feels

EXCURSION BOATS CROSSED THE LINE. During the first part of the race the Valkyrie nade two noticeably short tacks. These movements Mr. Watson explained as due to the wash ments Mr. Watson explained as due to the wash
of the excursion boats. "One large steamer in particular kept too near us." Mr. Watson explained,
"and annoyed us considerably; still that did not
affect the race at ail, and I am not complaining in
mentioning the fact. At the finish several steamers that were on the leeward when the Vigilant
crossed the line went over to windward of the
course before we had passed, but even that did While is in true that many complain of dull trade, ten. C. Flint Co., of West 14th-st., say the low prices of the plenty to do.

quarters yesterday, although he ardently wished to A PLEASANT SURPRISE

ome to New-York. On his way to the cars he usual sudden and mysterious disappearances from

A PLEASANT SURPRISE
is in store for you when you
buy Dr. Pierce's Pleasant Pellets. If you ever took the
ordinary liver pill, big and
bulky, nasty too, you'd appreciate a good thing, especially when it is sugar-coated,
tiny as a mustard seed but
very effective. Other things
being equal, the smallest is
the best in liver pills—hence,
"Pleasant Pellets."

If you are troubled with "Pleasant Pellets."

If you are troubled with Indigestion, Constipation, Biliousness, Bilious Headaches, and a hundred and one ills which depend upon an inactive liver,—use Dr. Pierce's Pellets. With these pills you get not only temporary relief but a positive cure; they're quaranteed to give satisfaction or your money is returned.

